

Sequoia Zeitung

JUL | AUG | SEPT 2019



Equinox Tour

By Dave Ogden

We did another Equinox tour on the 21st of Sept. The day was perfect weather, in fact you had to put on a light jacket at Courtright Lake when we got there.

We first met up at Starbucks at Hwy. 168 & Temperance just outside of Clovis. With 12 cars and 19 people we went over the tour Rules and guidelines. This tour had several people from Oakhurst and Mariposa area and several have never been to Courtright Lake.

This being the first day of deer hunting, we typically see lots of jeeps and trucks on the road, but most had already camped in the

woods so the roads weren't very busy.

We took the backroads up through Mono Wind to the top of the 4-lane. There we caught up with the other run group that wanted less curves.

As we pulled into Shaver we had our first rest stop. Then back on Dinky Creek Rd. for another 30 min to another perfect rest area McKinley Grove.

Here there were 20+ Giant Sequoias for us to admire. Then back on the road for another 30 minutes into a great picnic spot

(continued)





Equinox Tour *(continued)*

next to the lake where we all shared our bountiful Picnic buffet. Some walked down to the lake, others had to head home. Another great and scenic trip for sure.

Regards,
Dave Ogden



President's Letter

By Ed Suarez

As we move into the fall season, we are planning to ramp up our events.

The summer had fun events such as our dinners, tours and cars and coffee's.

We have had great dinners at Sakura Chaya, Sequoia Brewery and Lime Lite. We are always looking for new venues that can hold our ever increasing group.

We had our first autocross of the fall, with a large attendance. We had a good mix of Porsche's, and other cars. Everyone had a great time and were able to have a lot of runs. It was a perfect opportunity for everyone to learn how their cars handle. Hope to see more people show up for our October event.

Our Octoberfest is just a couple of weeks away. The weather should be perfect and hoping to see a big turnout this year. We will have the same combination of regular prizes and large prizes. Looking for donations of larger prizes in the \$100+ dollar range.

Our Cars and Coffee continues to grow. Our numbers are consistently over 50 cars. We have an excellent spot where we can freely walk around and enjoy the companionship and cars. We have plenty of room to grow our event.

PCA had a very large turnout for the events with Monterey Car week and Rennsport. We are fortunate to live close enough to Monterey to visit these fun events. Visiting the coast and being

able to participate in these events are quite an experience.

We have had tours to Pismo beach, along with our equinox tour up to Courtright Lake. Articles are included in this edition. The tours always turn out to be enjoyable. It's always fun to take tours with fellow members and experience the wonderful roads and scenic views that California has to offer. Our upcoming tours include the Tarantula Run on October 26th and our wine tour on November 16th. Keep tuned in, for more information on these tours.

Our next events include Cars and Coffee on the 5th of October and the Fresno Porsche launch of the 992 the same day. The launch begins at 5pm. Our members will be providing cars for this event.

On October 12th is both our autocross and Octoberfest. Hope to see you at both events.

Coming up on November 25th is the Porsche DE day at Laguna Seca. Reservations open soon, so sign up before it fills up. Fresno Porsche is hosting it with the Diablo Club. The runs are separated between beginner, intermediate and advanced.

Elections are coming up. We will have a new openings, as Kevin Davis will be stepping down from the board, due to his expanding family obligations. He has been a very active board member and will still be active with the club.



When you see Kevin, please thank him for all the support he has given the club.

John Paul and Russ Weber have been volunteering for many events and will be part of the board this coming year. If anyone else is interested in any of the positions, or wants to vote for someone other than those listed in the ballots, you can do write in votes, during the election.

Membership growth has been spectacular this year. I would like to thank Fresno Porsche and the leadership there for promoting our club. We have developed a good relationship and will continue to help bring visibility to the offerings of the dealership. Looking to promote more locally bought Porsches.

Look forward to seeing you at one of our many upcoming events this fall.

Ed Suarez

President Sequoia Region PCA

Porsches to Pismo

Story by Randy Ames | Photos by Lora Looney and Randy Ames

On July 20th we had ten cars leave on the annual Porsches to Pismo Tour. We departed around 8:30am from the Starbucks at Freeway 41 and Shields as this was going to be a long run. As usual, Thanks to Richard and his perfect map to get us where we needed to be.

The first two hours of this tour is getting to the fun parts. At ninety minutes in we make our first rest stop at Blackwell's Corner. As you all know, this is the last stop for James Dean before his tragic accident at the 41/46 intersection. There is a nice store with locally grown nuts-and-such and unique gifts. Of course, the all important restrooms! From there it is driving through Oil fields until we turn right on Highway 58 to head west. I really love this road as it is well maintained with lots of curves and places that will challenge you to stay on your 'A' game. The road dumps into a nice plain (valley?) that I would love to see in the spring due to a wildflower bloom that happens there. Most of what we see in this area is solar farms.

You start to climb back into the mountains and the nice thing was most of the road had been re-paved since Larry and I pre-ran the route last month! Just about perfect and no traffic to slow us down. In fact we had a late model 911 in front of us for about twenty miles or so before he pulled off. Dave, there were no U-Hauls this time to keep us from fun twisties!

Our next turn was on to 229 northbound. This is another fun run with a slower speed and narrower at the bottom end. I normally drive this north to south instead of south to north. Our next turn was onto 46 W and a brief bio-break at a Starbucks. Finally on to Grover Beach and Lunch at Fins! We had some people that thought driving through Pismo would be quicker but it wasn't. We had to split up for lunch at different tables. After lunch some stayed and some headed home. Overall a fun cool day at the coast! Thanks to those who came and next year we will do a shorter route and I am going to find another place to eat. Thanks to Brent and Laura for being the sweep.

Randy Ames

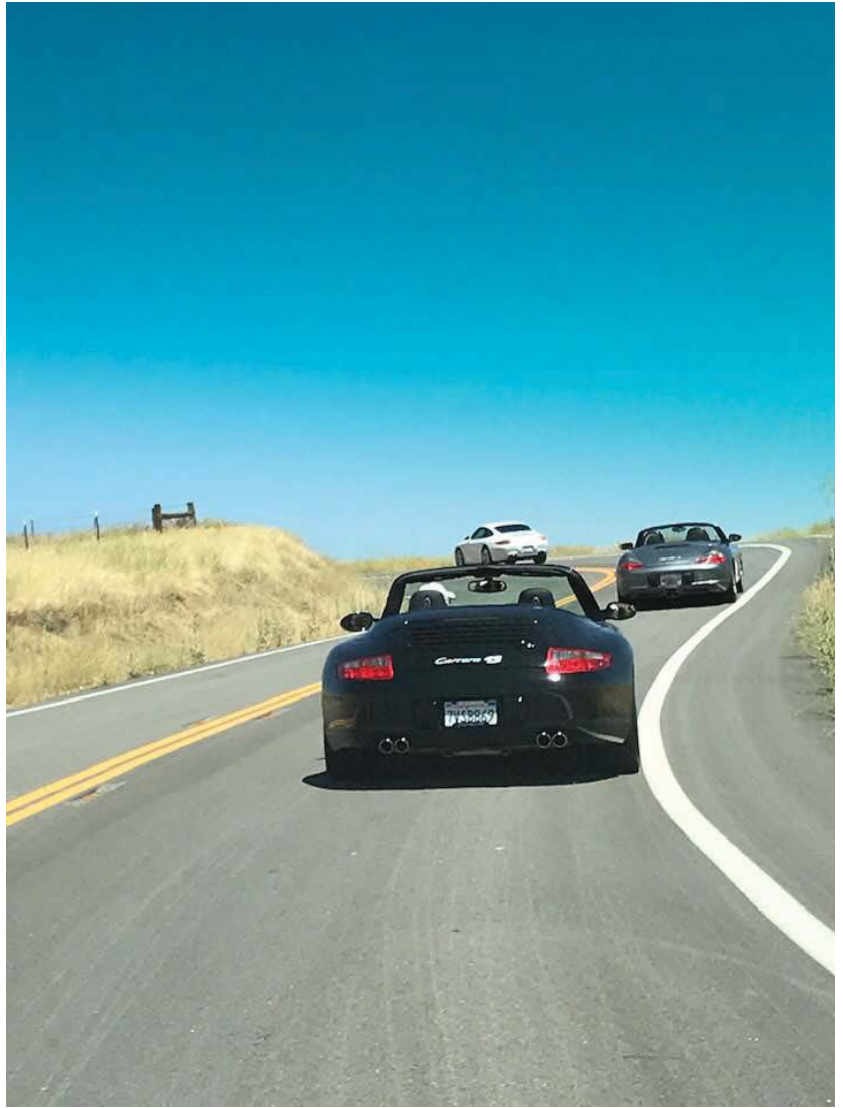


Porsches to Pismo

Continued

Story by Randy Ames

Photos by Lora Looney and Randy Ames



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San Joaquin Winery Tour

By John Paul, Photos by Kennon Jarvis

The winery tour to San Joaquin winery turned out very nice for the attendees. The group was small due to being in the middle of summer, but the wines and atmosphere was great. The people at San Joaquin Winery were very personable and made it a very nice event. The music provided by Jason Cade also added to the enjoyment. This venue is a definite place to re-visit. Thanks for those that came and hope to make this a bigger event in the future.

John Paul





WERKS 2019

By Dave Ogden | Photos from the Diablo Region

Last August several members took the drive over to Monterey for another WERKS event put on by PCA for Porsche.

We had so many cars to park this year on the golf course located just east of Laguna Seca. When things were quiet at 7am you could hear the race cars at Laguna taking practice laps.

Tami was on grandbaby delivery watch so I took John, our son, so he filled in at the registration booth for the car show for PCA while I parked the 996/997/991 in to Corral Parking. You could tell by the amount of cars rolling in at 7pm we would have the largest turnout so far in Monterey. The General parking had so many cars from all over the West Coast to admire and enjoy. The judging for the car show was on time and had several members working like Rocky Taylor. After 4 hours of parking, several people and I toured the event and enjoyed the cool weather as we got to see a stunning collection of cars and vendors.

After lunch we headed over to the Pacific Grove Car Rally with Randall and Joy which was fun to do and we drove through Pebble Beach escorted by CHP there and back. Bit chilly with a stiff breeze and foggy sky.

But after that drive we went inside for a BBQ and raffle/awards.

If you want to go next time, make sure to plan on attending in advance as WERKS weekend is all about Porsche and with Exotics on Broadway on Saturday, it is all just enough to make you walk away with an empty checkbook!

Regards,
Dave Ogden

Continued



WERKS 2019

By Dave Ogden | Photos from the Diablo Region



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CSUF ALUMNI

September's AutoCross (AX)

By Dave Ogden



In September we had our first of our Three Fall Autocross events. With 18 cars and a tough track to learn, we made 7 laps each and then called it a day due to excessive heat. It was already 95 degrees by 11am and being on a black tarmac we all agreed to come back another day.

Arya Omidvar from Porsche of Fresno brought out a new MACAN for all to test drive and feel how sporty a SUV can be from Porsche!

We had some tough competition between drivers and you could tell with a few more laps things would have sorted out and times would have tightened up.

Larry Kirlin, our AX director, has Oct. 12 and Nov. 9 set up for all of us to come out and see who can manage the AX course the best so make sure you watch for fliers and posts for the next events and come out to join us in the fun!

Regards,

Dave Ogden

Got Tours?

We thought it would be good for everyone to see what goes in making a successful tour and why we do things a specific way for each tour. The next few pages are directly from the PCA website. We hope that you will read each page so that when you join the club for a tour you will have an understanding of the time and effort put in by the Tour and Group Leaders to make sure every tour is safe and successful. Also why it is important to make sure everyone on the tour signs the Liability Waiver. For additional information, please go to <https://www.pca.org/>

Randy Ames

NEXT: Tour Guidelines from PCA (the following pages)

PCA MINIMUM DRIVING TOUR STANDARDS

The purpose of the PCA Minimum Driving Tour Standards is to provide each Region with the foundation on which to build their own Region Driving Tour program. These Standards were designed to be minimal in nature so any Region can have more stringent rules, but no Region shall have any that are more lenient. Any Region conducting a driving tour must meet all the Minimum Driving Tour Standards. Definitions are included below and are part of these Standards.

DEFINITIONS

- **Driving Tour:** A driving tour is an organized event in which participants gather at a start point defined on the PCA event insurance certificate. All participants sign liability waivers and depart in a group or groups consisting of both a lead and a sweeper car(s) driving the specified route, ending in a group or groups at the location identified on the insurance certificate. PCA coverage is only in effect for the route defined by the start point and end point on the insurance certificate and driven by the participants who have signed waivers for that driving tour. Participants who intentionally separate themselves from the group are considered to have left the driving tour and may no longer be covered under PCA insurance.

Note 1: If your Region conducts driving tour events that meet this definition and you do not obtain a Certificate of Insurance and collect signed waivers, then your event, Region, Region's officers, you and PCA may not be covered by PCA insurance and all may be exposed to potential liability in the event of an incident.

Note 2: If your Region conducts driving tour events that do not meet this definition, even if you obtain a Certificate of Insurance and collect signed waivers, then your event may not be covered by PCA's insurance.

- **Tour Leader:** This person is responsible for the overall planning and execution of the driving tour. This includes coordinating the tour start point, end point, rest stops, etc. Additionally, the tour leader is responsible for ensuring an adequate participant safety briefing is conducted in accordance with these Minimum Driving Tour Standards.
- **Group Leader:** For driving tours with multiple groups, the group leader(s) are responsible for leading their respective groups in compliance with all instructions outlined by the tour leader and all Minimum Driving Tour Standards.
- **Sweeper:** Also called the trailing or following car, the sweeper is the car at the tail end of the tour or group. The sweeper's duties include assisting any tour vehicle that pulled over, advising the tour/group leader if vehicles became separated from the group and advising the tour/group leader about any unsafe driving practices by a tour participant so the tour/group leader(s) can take appropriate action.
- **Insurance Certificate:** The official liability insurance certificate issued by PCA showing the insurance coverage, date of the event, and the start and end points for the event.

- **Waiver Forms:** In the event of an incident the PCA waiver provides an initial level of protection for PCA and all PCA persons from liability in connection with the incident. “Release and Waiver of Liability” forms for both adults and minors are published on the PCA.org website and in the Region Procedures Manual (RPM).
- **Tour Route:** Each driving tour follows a specified route as planned by the tour leader and documented in the written (or electronic) driving directions.

PCA MINIMUM DRIVING TOUR STANDARDS

- **Waivers and Insurance**
 - A PCA liability insurance certificate shall be requested from PCA National on the insurance request form published on PCA.org and in the RPM. A hard copy shall be available when participants check in and carried by the tour leader on the tour.
 - Notify PCA National within 24 hours if a tour is cancelled.
 - Notify PCA National prior to the tour date if the start or end location is changed.
 - There shall be an established method to ensure ALL participants sign the waiver(s) and receive the safety briefing prior to tour start. If other participants join the route at an intermediate point or start from an alternate location, they shall also sign the waiver form(s) and receive a safety briefing prior to tour participation.
 - At least one parent/guardian shall sign the "Minors as Observers Only Form" for each participant under the age of 18, if applicable.
 - Driving tours shall use the colored version of the waiver forms (with the red type).
 - All drivers shall be at least 18 years old.
- **Tour Conduct**
 - It is assumed each participating driver possesses a current driver’s license and automobile liability insurance.
 - The tour/group leader shall conduct a formal participant/safety briefing for all tour participants prior to driving tour departure, including all items specified in the safety briefing section below.
 - The cell phone numbers of all tour/group leaders and sweepers shall be provided to all participants.
 - As a minimum, route directions shall be provided to those tour participants whose primary duty is to safely navigate the tour route.
 - Each tour shall have an assigned leader per group and a minimum of one sweeper car.
 - Each tour/group leader and sweeper vehicle shall have a safe method of communicating within the group in compliance with local laws.
 - For tour groups that cannot maintain visual contact within the group, each tour/group leader and sweeper car shall have a minimum of two occupants for the purpose of conducting safe/legal communications.
 - The tour shall be conducted in compliance with speed limits and all other traffic laws.
 - Participants who intentionally separate themselves from the group before the tour destination are no longer considered part of the tour and may no longer be covered under PCA insurance.

- **Post-Event Reporting**

- All post event reporting shall be completed using the online forms on PCA.org.
- The tour leader shall complete and submit the Post Event Report to PCA within five (5) days.
- The tour leader shall assign someone who is not involved in planning or organizing the event to complete and submit the Observers Report to PCA within ten (10) days.
- The tour leader shall complete and submit an Incident Report to PCA, if needed, within five (5) business days (the next business day if bodily injury is involved).

A Region's repeated failure to comply with the Minimum Standards after warnings of noncompliance or refusal to adhere to these Standards could prevent the Region from obtaining PCA insurance for future driving tour events.

MINIMUM SAFETY BRIEFING FOR TOURS

Tour/group leaders are in charge of conducting a safe driving tour. As a minimum, the following points shall be communicated during the safety briefing for all participants prior to tour departure:

- Introduce all tour/group leader(s) and sweeper(s) and identify their cars.
- Have all tour participants signed the relevant waiver form(s)?
- Safety is paramount. Driving tours are NOT competitive or high speed driving events. Each driver is responsible for operating their own vehicle safely, in all road conditions.
- It is assumed that each participating driver has a current driver's license and automobile liability insurance. PCA also provides liability insurance that covers PCA, the Region, the event organizers and each participant while on the tour. If you intentionally separate yourself from the group, you may not be covered by this insurance.
- Obey speed limits and all other traffic laws.
- The driving directions contain details about the route, rest stops and any safety concerns or areas where the tour may have to slow to maintain safety. [Review any specific areas of concern in the driving directions.]
- No passing the tour/group leader(s). They set the pace.
- Pass non-motorized traffic and pedestrians SLOWLY, giving a wide berth.
- Leave a safe distance between cars, generally at least 2-3 seconds behind the car in front, or one car length for every 10MPH/16KPH.
- If you become separated from the group, inform the driving tour/group leader or sweeper and obey all posted speed limits and other traffic laws until you rejoin the group.
- Drive with headlights on to increase visibility to other cars.
- In an emergency, pull over, stop in a safe location, turn on emergency flashers and advise the tour/group sweeper.

- The sweeper plays an important support role and shall advise the tour/group leader of any issues within the group.
- Provide cell phone numbers of all tour/group leaders and sweepers to all participants.
- Responsibility for maintaining PCA's excellent history of safe and enjoyable events rests with each participant. Have fun and be safe!



In the Zone

By: Collin Fat, Zone 7 Representative
Sacramento Valley Region
916.955.7966; cfat@fatsrestaurants.com



Summer has just flown by for me as both August and September were filled with many different regional as well as some large national events. In August I attended my first Werks Reunion and the Rolex Monterey Historics at Laguna Seca as a Zone Representative. It was very interesting to see what goes on in the background in planning these large scale events. For Werks, there some 90 volunteers who helped at the event from directing car placement in the display area as well as the Porsche corral. I am told there were more than 600 Porsche cars. The facility at Corral De Tierra provided a perfect backdrop for all of the amazing cars on display. I volunteered in the PCA membership tent and had a great opportunity to meet with current PCA members as well as Porsche owners inquiring about membership in the club. My hat is off to Tom Provasi and his dedicated staff for putting on another great event!

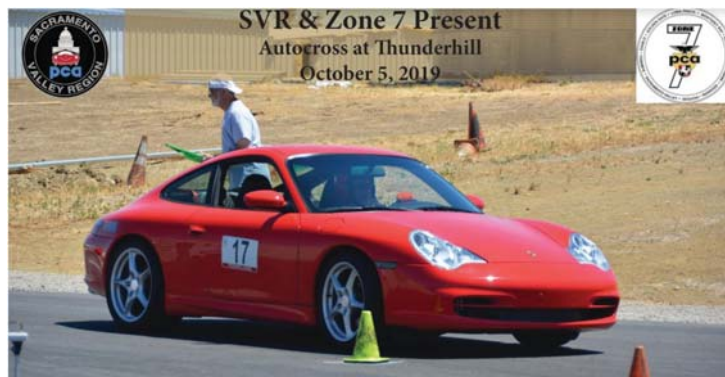
I also attended the Rolex Monterey Historic races on the same weekend, and under the watchful eye of Lyn Friedman, PCA National Corral and Porscheplatz chair, learned about what it takes to setup the hospitality tent and car corral at this wonderful and well attended event. I was assigned the duty of arranging volunteers to staff the tent as well as to organize the car corral. Not knowing what to expect as far as crowds, I was amazed that more than 500 persons visited the tent to watch the races on the large screen television, enjoy the catered lunch on Saturday, or to rest in the shaded tent while watching the race at turn 5. I would like to thank Tom Carroto, Michael Krebsback, Steve Ponsi, Lyn Austen, Sharon Neidel, Carolyn and Kirk Doberenz, Steve Cate, Pam and Dan Richards, Brian Adkins, Sergio Meza and David Gates for helping out.

As we enter the fall there are several events of interest that you may have an interest in attending including Yosemite Region's 60th Anniversary being held in Murphy's California and the final events for the Zone 7 concours and

autocross series. The following may be of interest:

Yosemite Region 60th Anniversary: Sunday, October 27th

Yosemite PCA is celebrating its 60th Anniversary. We are hosting a multi-region event at the Ironstone Vineyard in Murphys and would love to have you join us. There will be a morning drive, socializing and lunch at Ironstone, a quiz to test your knowledge of obscure trivia, photo opportunities and grandiose preferred parking. You may want to make a weekend visit to Murphys and spend the night at one of the Bed & Breakfast Inn's, great local restaurants for fine dining, visit one or many of the local wineries, or just stroll through this quaint little town. We expect many will shine up their cars to get the best photos from our professional photographer. Tickets are \$50 for each person attending. To register go to yos.pca.org for the Eventbrite registration link.



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Bucket List:

Driving a Porsche up Pacific Coast Highway

Story and Photos by Brent & Lora Looney

Living in Central California is full of adventures and great driving roads, but there is a bucket list road that is on many car guys bucket list – driving a Porsche up the Pacific Coast Highway (PCH for the cool kids).

So Lora and I packed up the 911 and headed down highway 41 toward Cambria, for our first leg of the trip to stay the night at an old Victorian house that was converted into a B&B called the Squibb House.

The Squibb House is a very rustic old Victorian farm house with a clawfoot tub, 4 post bed and a handmade quilt for a bed spread. The “barn” where the dining room and the “newer” rooms are, was brought here by wagon in pieces from Pennsylvania, and re-assembled by the Squibb family in the late 1800’s.

They were early Amish settlers in the area. Can you imagine the fortitude it took to take apart a barn, load it onto several wagons, drive them across the country – and over Donner Pass – to then re-assemble it here? WOW

We had a nice breakfast in their dining room, and met the other guests that also stayed the night. One couple was from England and they were also going to drive up the PCH, after taking the tour at Hearst Castle.

After saying our goodbyes to the wonderful staff and other guests at the Squibb House, we packed up our stuff, and headed away from Cambria for our adventure north.

PCH is stunning and I found myself paying more attention to the view than watching the road. Sheer cliffs on one side, and the sparkling ocean on the other. We passed some lighthouses, and some homes that were perched on the cliffs that would certainly make me nervous in a storm.

The hillsides are very unstable and landslides are a common occurrence on the road. I did have a small mishap due to a baseball sized rock rolling off of the hillside and onto the road



Continued

right in front of me. Having oncoming traffic on one side, and a cliff face on the other, I had no choice but to roll over the rock.

I misjudged how low my car is (lower than a baseball sized rock anyway) and proceeded to smash over the rock denting the under trays along the way.

I was sure I was going to see a trail of motor oil and/or coolant pouring out in my rear view mirror. I sure kept a close eye on the oil pressure and water temps for the next hour.

Nearing lunch time, we decided to stop in Big Sur to grab a bite. We stopped at the Big Sur Roadhouse, a nice little place with a patio that overlooked the forest and a large ravine with a creek. I also took that opportunity to crawl under the back of the car to check for any damage, but all looked OK. WHEW

So with full bellies, and the PCH beckoning, we set off again headed for Carmel.

The road is beautiful, and the area near Gorda, where the large slide closed the highway last year, is now repaired and open, much to the relief of the locals.

We soon arrived at the Bixby Bridge, which is a very famous landmark seen in hundreds of print ads and TV commercials, and stopped for a photo op.

After saying "cheese" in front of the bridge, we got back in the car to make the last few miles into Carmel.

Arriving late afternoon in Carmel, we checked into our accommodations at the Lobos Lodge, and set out for a nice walk about town and a nice dinner to reflect on the scenic trip and the beautiful areas that are just a few hours from home.

The next morning, we packed our stuff into the 911 again to make our way back home, but not before making a stop in Watsonville at Gizditch Farm for a few of their AMAZING pies to bring home.

We greatly enjoyed our trip along the PCH, and next time, I want to do the portion north of San Francisco up to the Oregon border.

Maybe it can be a Sequoia Region tour???

Brent & Lora Looney





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5pm to 10:00pm

Cost

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For more info contact Dave at
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Retrospective.....a looking back...by George Keck,

As told to Margie Back, Historian

Note: At the August "Cars & Coffee," George Keck appeared on the scene. He brought with him a 1959 issue of the *Panorama* and an album of his precious photos. The magazine included not only an article about him, but also a write-up about the newly-founded Fresno Region Porsche club. (Note: A copy of this issue is in our club historical collection.) George is a "talker" and a "story teller" – and he has a history of car memories which he loves to share.

While in the Air Force during the Korean War, and stationed at Tinker AFB in Oklahoma, George met Enid rancher Raymond Utter. Raymond collected antique cars, dealt in the then relatively unknown Jaguar and MG, and was Indy 500 starter at the time. While visiting the car collection at his ranch, Raymond convinced George to leave his hot-rod Ford, take the new MGTD that he spotted there for a week or two, and bring it back when he wanted to reclaim the Ford. Needless to say, upon eventual return George told Ray to keep the Ford as he desired the MG. Raymond in turn responded with, "that's how he gets folks into 'furin' cars."

Later when stationed in Europe he spotted a crash-box Porsche 356 coupe in Wiesbaden, Germany, and decided a Porsche was to be next for him. However, being home-based at RAF Station Brize Norton England at the time precluded his buying of a car outside of the British Isles. This ruling was one of many imposed at that time to bolster England's WWII economic recovery with infusion of US dollars. George resorted to the purchase of an unusual English 2-liter Riley sedan that he planned to trade for a Porsche once back home taking advantage of increased relative value to be realized stateside. He managed to trade the Riley even-up for a new Porsche 365A found at a Madison Wisconsin foreign car dealership when discharged in '53.



George and the 356A went to Seattle upon being hired by Boeing as an associate engineer in B-52 flight test operations. Once there he fell in with Pete Lovely and the gang that raced out of Seattle Sports Cars on Pike Street. Racing as a privateer back in the 50's was rather expensive. Pete Lovely, Tom Meehan, and

George therefore formed a partnership, incorporated as Grand Prix Motors, and sold and serviced Sports Cars to offset racing expenses. They settled in with a Porsche, Lotus, Ferrari, and Fiat Abarth Zagato dealership, working out of a two-car garage in the south end of Seattle on Empire Way. The three along with other racers who hung out with them formed Team Empire, a loosely knit group that soon became well known for their racing achievements.

George continued this endeavor throughout the 50's, competing in well over a hundred events. A third of these were in Porsches. The 356A Coupe in '53 to early 1954, then a SIATA Spyder to late '54, a Formula III JBS and MK IX Cooper to mid '56 whereupon he traded into one of the hundred produced Porsche 550 Spyderys (Serial 550-0070). George raced the 550 mainly in the Pacific Northwest and Canada with occasional trips to California to race at Palm Springs and Arcata. Late '57 George traded the 550 for a 550A factory team car that won its class, 2nd in index, and 5th overall '56 LeMans (550A-0104). The car was acquired in badly damaged condition from a trailer rollover it had experienced. George therefore modified and rebuilt 0104 equipping her with a new and different body to become the Porsche powered special (RSKeck). The car was barely completed in time to be raced successfully by George in the first United States GP Riverside California October '58. He followed this with a notable 6th OA California win at Laguna Seca in November. In mid '59 he sold the RSKeck to obtain a Ferrari 250 Testa Rossa that he raced until 1960, when he left racing while at the top of his game for other endeavors. George was involved with design, construction, and racing of three Porsche specials during the 50s: Seattle Sports Cars' PorscheWagen, Pete Lovely's PorscheCooper (Pooper), and the RSKeck.

George went on to manage the Marine division of Pacific Plastics in Seattle after collaboration with them on a Porsche powered Edo out-drive watercraft until mid '62. During this period he was also involved with design and construction of a mid-engine V8 powered FIA GT Coupe Class prototype (Centaur). It was then on to Lockheed for George, and involvement with various Black World projects until retirement at the end of '93.

Margie asked George what has changed over the years?

He replied "Historic racing car values for one. Dr. Julio Palmaz, current custodian of 550A-0104, who has restored 0104 to '56 LeMans configuration at tremendous cost, asked me if I didn't I realize her historical value. We were at the forefront of any history, with racing and keeping her competitive and in winning shape, it far eclipsed any thoughts of historical value. Replication vs Restoration for another. Back then replication of individual cars was virtually unheard of. If one desired a particular car to race, there was sufficient regularly produced or ex-Factory Team units one could obtain without replicating one, except possibly where duplicate specials were desired. Restoration on the other hand was just that, restoration of an original car. Today one may find more than one restoration of the same car. A restoration derived from a single part gleaned off the original as small as a label plate or door hinge, a replication if you will." George currently resides in Coarsegold, moving there from Montana in 2005 with his wife of more than fifty years, Diane. He owns a fine example '85 water-cooled front engine 928 Porsche.

Stephen P. Dean

It is with great sadness that I report the passing of Stephen P. Dean on 26 September 2019 in California. Steve was a Member of PCA for more than 50 years. and his 1964 356 2000GS Carrera Cabriolet was among his most cherished possessions.

Steve was the founder and publisher of the Porsche 4-Cam Register, reflecting his love of that rare branch of the Porsche family tree. Steve was a Judge at Pebble Beach and he was the Chief Judge for Porsche when it was the Featured Marque a few years ago. Steve ended his 30-year service at Pebble Beach as Chief Judge for Prewar European Classics and I am sure that the Pebble Beach organizers will miss him as much as the rest of his friends will.



Steve is shown with his daughter Alexandra and his beloved 4-Cam is pictured with the Goodyear blimp.

I was honored to call Steve Dean my friend for almost 50 years.

Stephen M. Rush
SunCoast Region

Calendar of Activities

To check the Sequoia Region PCA Calendar, click this link: <http://seq.pca.org/calendar/>

2019 PCA Calendar							
	BOARD MTG	DINNERS	TOURS	TECHDAY	AUTO-X	FIRST SAT COFFEE	track/events
OCT	2-Oct	12-Oct	26-Oct		12-Oct	5-Oct	
	Phoenician	Octoberfest	tarantula		Madera	also dealer launch 992	
NOV	6-Nov	12-Nov	16-Nov		9-Nov	2-Nov	18-Nov
	Phoenician	TBD	TBD		Madera		laguna
DEC	10-Dec	14-Dec	NONE	NONE	NONE	7-Dec	
	Verns						



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